

**Public Meeting  
For IH 30 Corridor Study  
and Environmental Assessment**

**FROM: Oakland Blvd.  
TO: Proposed SH 161**

**June 24, 2003**



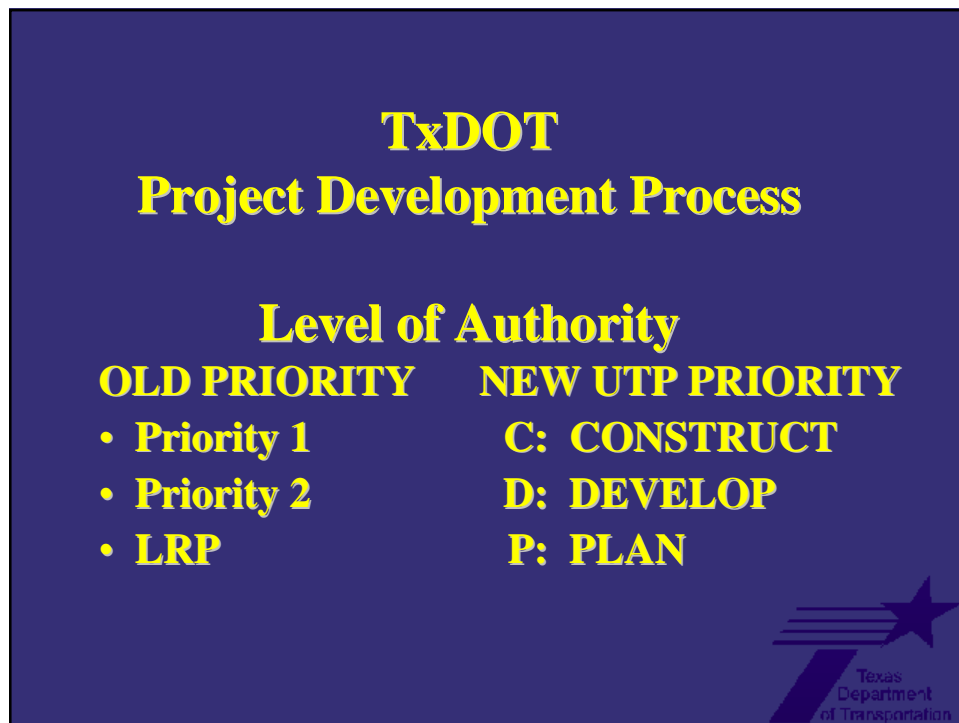
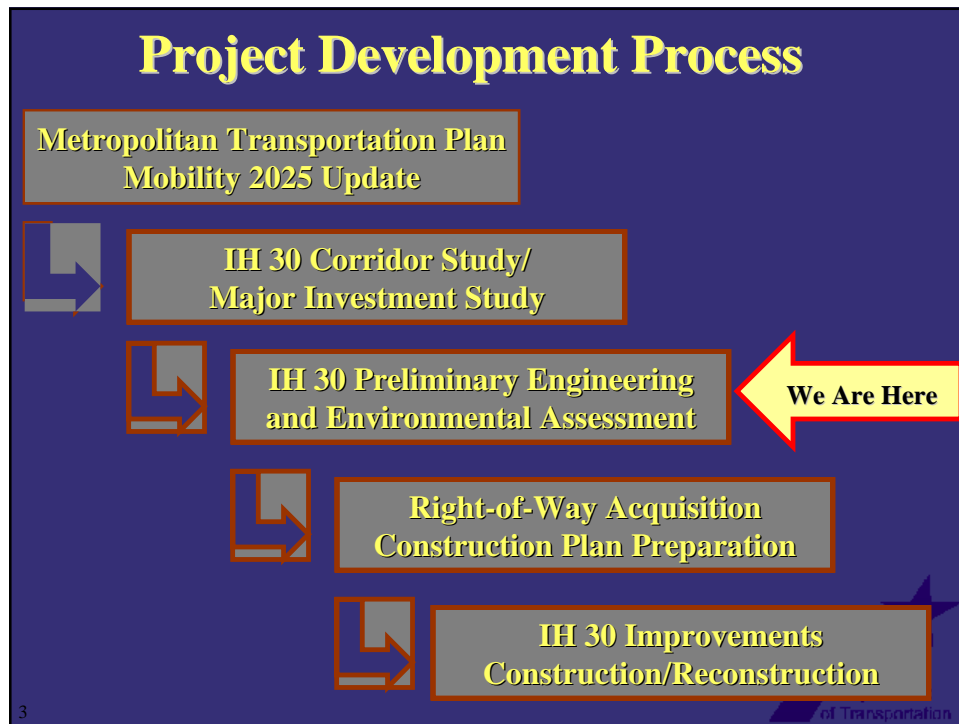
**BURTON CLIFTON, P.E**

**District Advanced Transportation  
Planning Director**

**Texas Department of Transportation  
Fort Worth District**

**Tel: (817) 370-6542  
bclifto@dot.state.tx.us**





## **Long Range Project (LRP) PLAN**

- **Prepare route studies & design layouts.**
- **Perform environmental impact studies.**
- **Conduct public meetings and hearings.**
- **Complete the necessary right of way determination including drafting the right of way map.**



## **Priority 2 DEVELOP**

- **Prepare the construction plans.**
- **Acquire the necessary right of way.**



## **Priority 1 CONSTRUCT**

- **Complete the construction plans.**
- **Perform the utility adjustments.**
- **Award contract for construction.**



## **IH 30 CORRIDOR PHASE I CONSTRUCT**

- **Adding two Lanes in the existing median**
- **Prepare route studies - design layouts.**
- **Perform environmental impact studies.**
- **Conduct public meetings and hearings.**
- **Prepare the construction plans.**



## **IH 30 CORRIDOR PHASE II PLAN**

- **Adding two Lanes and one Managed lane**
- **Prepare design layouts.**
- **Perform environmental impact studies.**
- **Conduct public meetings and hearings.**
- **Complete right of way determination**



## **FURTHER PUBLIC INVOLVEMENT**

**Several Community Workshops  
2003**

**Public Hearing  
2004**





**IH 30 Corridor  
Major Investment Study  
(MIS)**

**STUDY LIMITS**

- FROM: OAKLAND BLVD IN EAST SIDE OF FORT WORTH
- TO: THE PROPOSED SH 161 EAST OF TARRANT/DALLAS COUNTY LINE IN GRAND PRAIRIE

**Texas  
Department  
of Transportation**

The slide has a dark blue background. On the left and right sides, there are images of highway signs: a blue "TO" sign, a red and white "INTERSTATE 30" shield, and a blue "30" shield with a white arrow pointing up. The title "IH 30 Corridor Major Investment Study (MIS)" is in large yellow text. Below it, "STUDY LIMITS" is in white text. The bullet points are in yellow text. The Texas Department of Transportation logo is in the bottom right corner. The number "12" is in the bottom left corner.

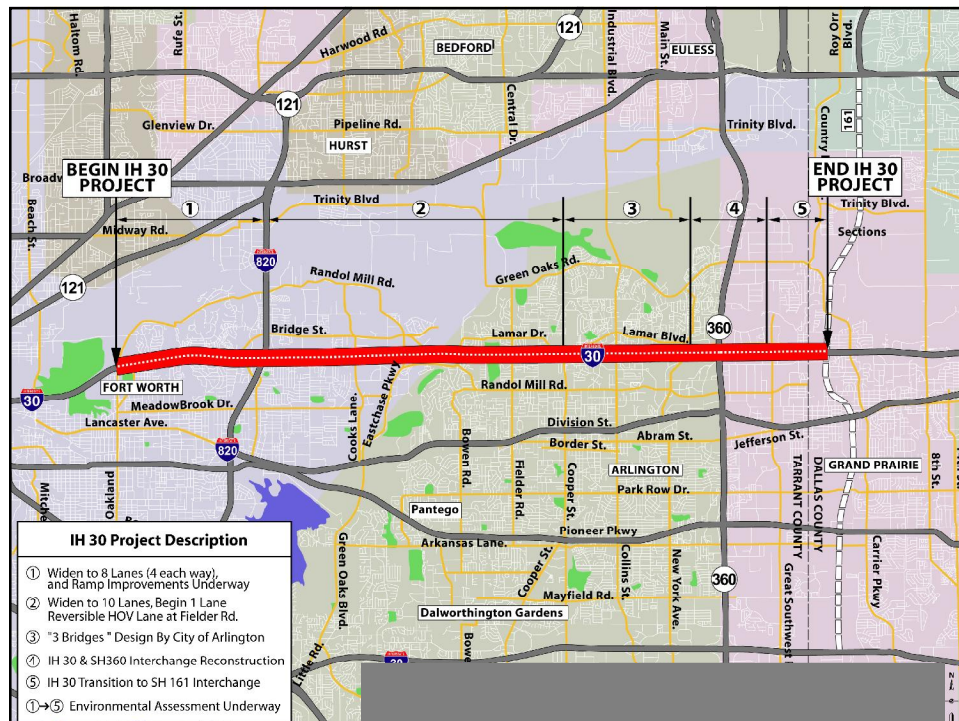


## Mohammad AL Hweil, P.E.

Transportation Engineer  
Texas Department of Transportation  
Fort Worth District  
Tel: (817) 370-6944  
mhweil@dot.state.tx.us



13



## **The Texas Department of Transportation's Vision, Mission, and Goals**

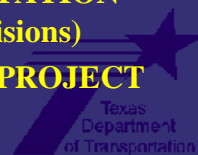
- **TO WORK COOPERATIVELY TO PROVIDE SAFE, EFFECTIVE, AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS**
- **TO PRESERVE AND WHERE PRACTICAL TO ENHANCE THE ENVIRONMENT**
- **TO INCLUDE ENVIRONMENTAL CONSIDERATIONS IN ITS VISION, MISSION AND GOALS**
- **TO ADDRESS THE IMPACT OF TxDOT PROJECTS ON THE ENVIRONMENT**



15

## **TECHNICAL SUPPORT GROUP**

- **CITY OF ARLINGTON**
- **CITY OF FORT WORTH**
- **CITY OF GRAND PRAIRIE**
- **THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG)**
- **THE FORT WORTH TRANSPORTATION AUTHORITY (The T)**
- **THE TEXAS TRANSPORTATION INSTITUTE (TTI)**
- **THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)**
- **THE TEXAS DEPARTMENT OF TRANSPORTATION (Fort Worth District, Dallas District, Austin Divisions)**
- **CONSULTANT TEAMS WORKING ON THE PROJECT**



16





## THE GOALS OF THIS PUBLIC MEETING

- DISCUSS IH 30 PROJECT :HISTORY, NEEDS AND PROPOSED IMPROVEMENTS
- EXPLAIN AND REVIEW THE MAJOR INVESTMENT(CORRIDOR) STUDY PROCESS
- DEMONSTRATE AND REVIEW THE NEED FOR TRANSPORTATION IMPROVEMENTS
- REVIEW CONSIDERATIONS IDENTIFIED IN THE METROPOLITAN TRANSPORTATION PLAN (Mobility 2025 Plan Update)
- ADDRESS CONCERNS AND QUESTIONS

17



## THE GOALS OF THIS PUBLIC MEETING

- TO SHARE WITH THE PUBLIC IH 30 PROJECT STATUS:
  - Preliminary Engineering
  - Environmental Assessment/Environmental Clearance
  - Public Involvement
  - Detailed Design
  - Funding Sources and Availability
  - Construction Phases
- SOLICIT PUBLIC COMMENT AND INPUT

18



## **METHODOLOGY FOR CONSIDERATION OF IMPROVEMENTS**

- A TRANSPORTATION PROVIDER MUST IDENTIFY MAJOR NEEDS
- THE MAJOR NEEDS MUST BE IDENTIFIED IN THE REGIONAL MOBILITY PLAN (REGIONAL GOALS)
- CONSISTENT WITH FEDERAL REGULATIONS
- CONSISTENT WITH DESIGN POLICY
- CONSISTENT WITH COMMUNITY OBJECTIVES

19



## **PREVIOUS PUBLIC MEETINGS ON IH 30**

- INFORMED THE PUBLIC THAT A MAJOR INVESTMENT STUDY WAS INITIATED
- EXPLAINED THE PROCESS
- DEMONSTRATED THE NEED FOR TRANSPORTATION IMPROVEMENTS
- REVIEWED TRANSPORTATION NEEDS IDENTIFIED IN THE METROPOLITAN TRANSPORTATION PLAN
- INFORMED THE PUBLIC THAT FUNDING IS AVAILABLE FOR PHASE I IMPROVEMENTS
- SOLICITED PUBLIC COMMENT AND INPUT

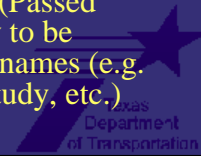
20



## POLICY AND PROCESS OVERVIEW

- Feasibility Studies-Before 1991
- The U. S. Congressional Intermodal Surface Transportation Efficiency Act of 1991 required a Major Investment Study when a major metropolitan transportation investment is identified and federal funds are potentially involved
- Major Investment Studies replaced the function of feasibility studies and enhanced public input to the process
- Transportation Equity Act for the 21st Century (Passed 1998) did not require a Major Investment Study to be conducted, but kept the process under different names (e.g. Corridor Improvement Study, Transportation Study, etc.)

21



## INTERSTATE 30 HISTORY

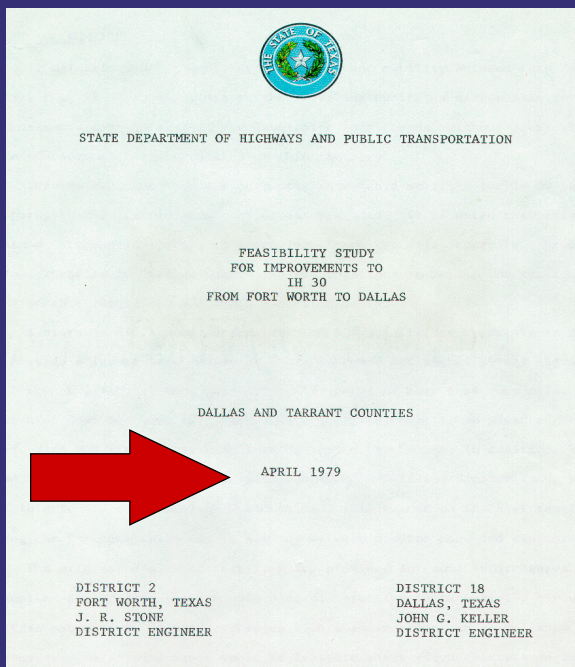
- The Dallas Fort Worth Turnpike was constructed in 1957 with 3 lanes in each direction
- In 1967 the Texas Turnpike Authority added one lane in each direction from IH 35W to Oakland Blvd.
- In 1977 the turnpike was changed to a free roadway and designated IH 30

22



**The Dallas-Fort Worth  
Turnpike became a free  
facility on  
December 31, 1977**

**A feasibility study  
and master plan was  
developed for Future  
Improvements on  
IH30**



23

## THE FEASIBILITY STUDY...

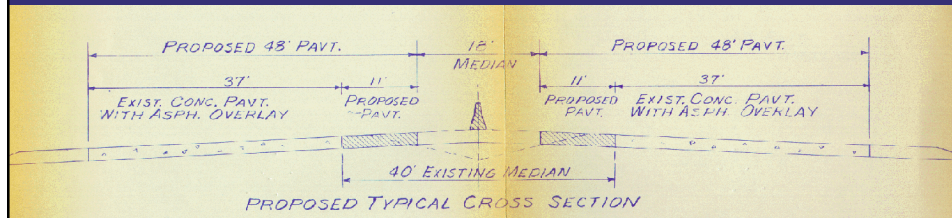
- Explored highway improvements to the corridor.
- Evaluated the environmental impacts of the considered improvements.
- Recommended preferred actions.



24



## THE RECOMMENDED WIDENING



- Widening IH 30 from 6 to 8 lanes when warranted by future traffic growth
- suggests construction in the median of the existing facility,
- is a cost effective means to provide additional lanes for future traffic growth.

25



## IS THERE A NEED?

**If nothing is done to improve the corridor's peak hour demand and level of service, driving conditions will deteriorate to stop and go driving long before planning year 2025.**

26



## IS THERE A NEED?

**THE PURPOSE AND NEED OF IH 30  
CORRIDOR IMPROVEMENT STUDY WAS  
BASED ON :**

- **MOBILITY AND ACCESS ISSUES**
- **ACCIDENTS AND SAFETY ISSUES**
- **POPULATION AND EMPLOYMENT  
GROWTH**
- **MOBILITY 2025 PLAN UPDATE**
- **CONGESTION AND PEAK PERIOD LEVEL  
OF SERVICE**



27

## MOBILITY NEEDS (TRAFFIC VOLUME GROWTH)

**Design to accommodate Year 2025 Traffic:**

- **1977 Traffic Volume - 32,500 VPD      \*LOS B**
  - **1978 Traffic Volume - 52,000 VPD      \*LOS C**
  - **2002 Traffic Volume - 118,000 VPD      \*LOS E**
  - **2025 Forecast Traffic - 210,000 VPD      \*LOS E**
- \*Peak Period Level of Service**  
**VPD - Vehicles Per Day**



28

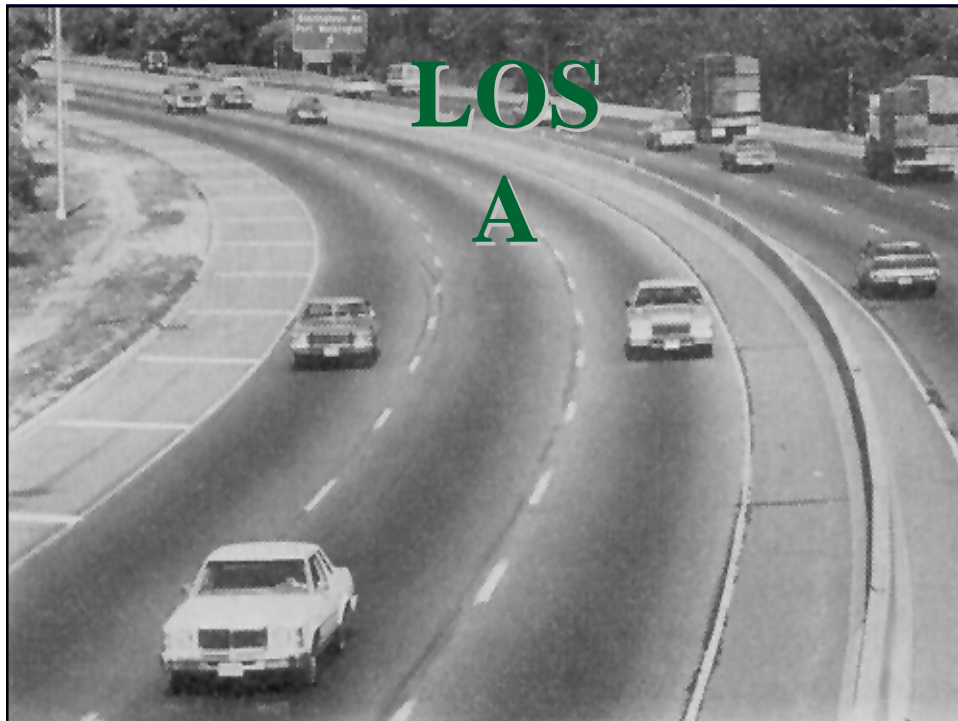


## LEVEL OF SERVICE (LOS)

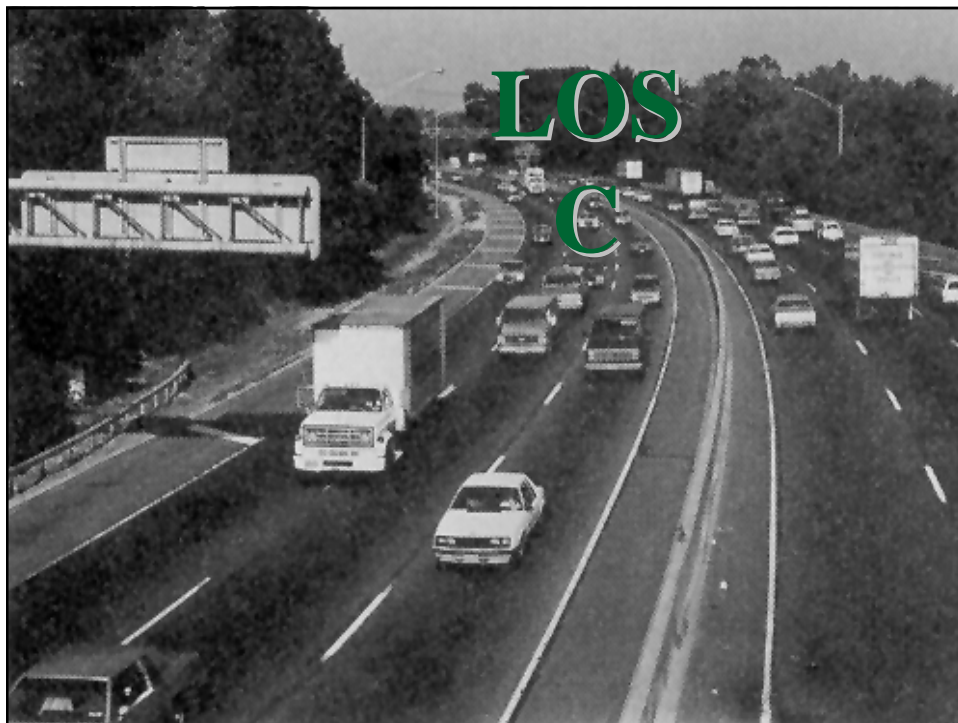
Is a quality measure describing operational conditions within a traffic stream, generally in terms of speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six LOS from A to F, with LOS A representing the best operating conditions and LOS F the worst are shown in the following slides.



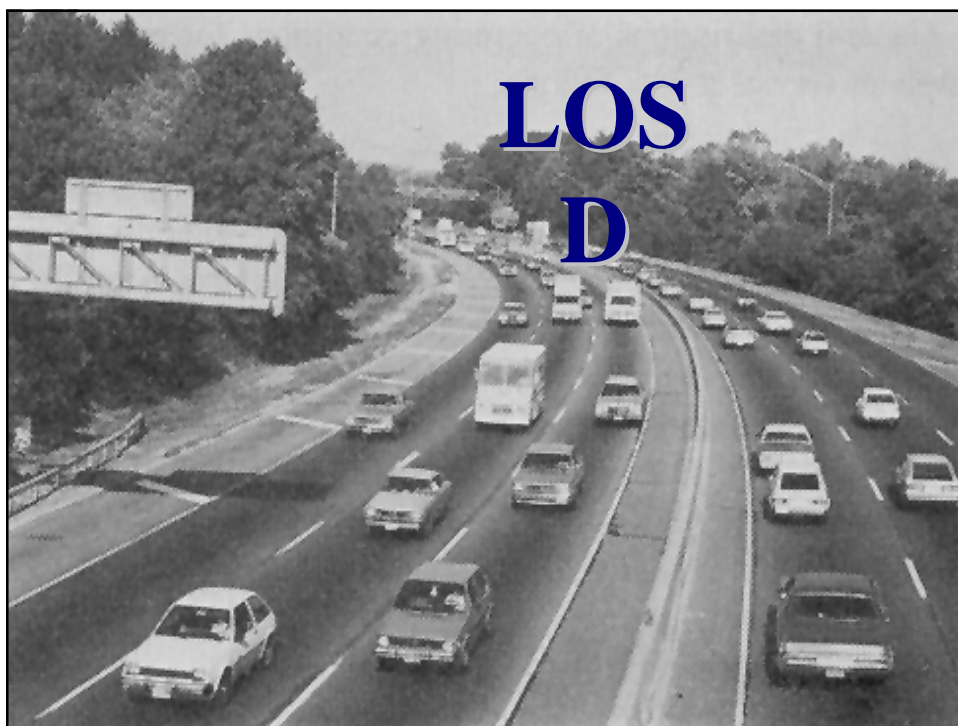
29













## What is the Major Investment Study (MIS)/ Corridor Study Process?

36



## **A MAJOR INVESTMENT STUDY/ CORRIDOR STUDY**

- **Identifies the overall footprint for transportation facilities within a corridor**
- **Makes recommendations for intermediate actions to take place within that footprint, in order to develop the overall plan, in functional and fundable stages**
- **Indicates other feasible alternatives**

37



## **A MAJOR INVESTMENT STUDY SHOULD YIELD**

- **System wide investigation of needed transportation improvements in a corridor**
- **Contribution of other alternatives or enhancements for consideration**
- **Needed elements of the public involvement process**
- **General consensus of improvements**

38





## **MOBILITY 2025 PLAN UPDATE AND IH 30 RECOMMENDATION**

- **Widen IH 30 from 6 Lanes to  
8 Lanes - Between Oakland And IH 820  
10 Lanes - Between IH 820 to Proposed  
SH 161**
- **Provide Managed (Reversible HOV)  
facility from Fielder Road to proposed  
HOV facilities in Dallas County**

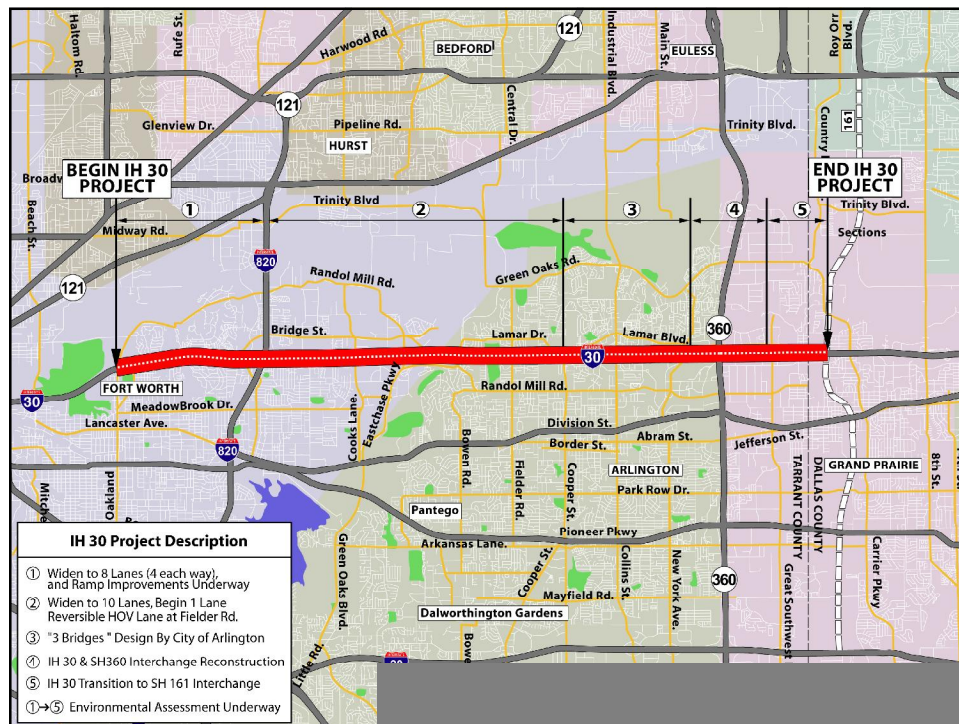
41



**With Mobility 2025 plan update  
recommendations, and the IH 30  
corridor proposed  
improvements, peak hour  
capacity and level of service is  
projected to be held to an  
acceptable level -very similar to  
the level of congestion  
experienced now.**

42





## ADDITIONAL IMPROVEMENTS Under Construction

### From Oakland Blvd. to IH 820

- Relocation of the EB On-Ramp from Brentwood Stair to IH 30
- Redesign of the EB Off-Ramp and addition of a traffic signal at Brentwood Stair to improve design and safety
- Relocation of the WB Off-Ramp from IH 30 to Bridge St.
- Addition of a New WB On-Ramp from Bridge St. to IH 30
- Addition of a New Connection between Bridgewood Dr. and Bridge St.





## **ADDITIONAL IMPROVEMENTS Under Study and Evaluation**

### **From IH 820 to Cooper Street**

- Evaluate the potential expansion of the proposed HOV lane from Fielder to IH 820
- Potential Park and Ride Facility to help promote the HOV lane (s)



45

## **ADDITIONAL IMPROVEMENTS Under Study and Evaluation**

### **From Cooper Street to Ballpark Way**

- New Center Street Bridge and associated Ramps
- New Baird Farm Bridge
- Widen Existing Collins and Cooper Bridges
- Convert the Two way Copeland Rd to one way
- Added a new System of Collector-Distributor Rd.
- Enhancement features to be incorporated in design
- Proposed Park and Ride Facility



46



## **PROPOSED IMPROVEMENTS**

### **From Ballpark Way to Great Southwest Parkway**

- This Portion of IH 30 is being done under IH 30/SH 360 Interchange Study
- The Study is at 90% completion for both Corridor Improvement Study and Environmental Assessment
- Public Hearing on the study will be conducted in 2004

47



## **COORDINATION WITH OTHER PROJECTS**

### **From Great Southwest Parkway to Proposed SH 161**

- Reconstruction of Great Southwest Parkway Bridge to accommodate IH 30 widening
- Coordination of the General Purpose and Managed Lanes on IH 30 with the proposed Improvements in Dallas County on both SH 161 and IH 30
- Coordination of the Reconstruction of Duncan-Perry Bridge with TxDOT-Dallas District

48





## MANAGED LANES

- “A facility that increases freeway efficiency by packaging various operational and design actions. Lane management operations may be adjusted at any time to better match regional goals”---TxDOT
- Managed Lanes Include HOV Lanes, Truck Lanes, Toll Highways, Priced Lanes, Express Lanes...or combinations.



49

## HOV LANE OBJECTIVES

- Increase Vehicle Occupancy
- Increase Person-Movement Capacity of a Roadway
- Should Not Adversely Impact Freeway Main Lanes
- Be Cost-Effective
- Generate Public Support
- Improve Air Quality
- Reduce Fuel Consumption



50



## **HIGH-OCCUPANCY VEHICLE FACILITIES**

- HOV Lanes
- Carpool Lanes
- Priority Treatment Lanes
- Transit ways
- Diamond Lanes
- Zipper Lane



51









## THE ENVIRONMENTAL ASSESSMENT STUDY

- ECONOMIC AND SOCIAL IMPACTS
- CULTURAL AND HISTORICAL RESOURCES
- ECOLOGICAL IMPACTS
- WATER QUALITY
- AIR QUALITY
- NOISE IMPACTS
- HAZARDOUS MATERIALS



56



## **NOISE FACTS**

- **EXISTING AND FUTURE TRAFFIC WILL BE COMPUTER MODELED**
- **FUTURE TRAFFIC IS A PROJECTION OF THE DATA 20 YEARS INTO THE FUTURE**
- **REPRESENTATIVE SAMPLES OF RESIDENCES AND COMMERCIAL PROPERTIES, ETC WILL BE USED**



57

## **NOISE FACTS cont'd.**

- **IMPACTS ARE BASED ON THE FEDERAL NOISE ABATEMENT CRITERIA**
- **IF WE APPROACH (within 1 dBA), EQUAL OR EXCEED THE CRITERIA, THEN WE MUST CONSIDER NOISE ABATEMENT**



58



## **NOISE IMPACT**

- **COMPUTER MODEL NOISE WALLS TO DETERMINE WHETHER THEY ARE REASONABLE AND FEASIBLE**
- **REASONABLE AND FEASIBLE MEANS THEY MUST WORK WITH THE GEOMETRY, BE COST-EFFECTIVE AND REDUCE THE NOISE BY 5 dBA**

59



## **NOISE IMPACT cont'd.**

- **ONCE THE AREAS THAT ARE REASONABLE AND FEASIBLE ARE DETERMINED, THEN A NOISE WORKSHOP WILL BE HELD FOR THE AFFECTED PROPERTY OWNERS**
- **AFTER THE WORKSHOP, A NOISE WALL POLL WILL BE CONDUCTED FOR THE AFFECTED PROPERTIES - MAJORITY VOTE RULES**

60



## **WALL CONSTRUCTION**

- **SHOULD NOISE WALLS BE IMPLEMENTED, THEY WILL BE INCLUDED IN THE CONSTRUCTION PLANS FOR THE IMPROVEMENTS TO IH 30 AND COUNT TOWARDS THE COST OF THE PROJECT**

61



## **RIGHT-OF-WAY (ROW) CONSIDERATIONS**

- No Major additional ROW is anticipated for Phase I freeway widening at this time.
- Detailed Analysis for Noise Impacts and ROW Determination will be conducted before the end of this year.
- Additional ROW will be needed for an I-30 / SH 360 interchange.
- For ROW acquisition procedures check with TxDOT's ROW Team.

62



## MAJOR ITEMS TO ACCOMPLISH

- Complete The Preliminary Engineering
- Prepare Environmental Assessment
- Public Involvement
- Obtain Available Funding
- Secure Additional Right Of Way
- Prepare Detailed Design Plans
- Construction Phasing Based On Priorities And Fund Availabilities



63

## YOUR INPUT AND HELP ARE WELCOMED

- All public comments and concerns will be significant aids as our studies proceed
- Your comments will be reviewed by the project team and the study's Technical work Group which is planning to meet in July and August respectively.



64





**WORKING TOGETHER, WE  
CAN PROVIDE FOR THE  
TRANSPORTATION NEEDS IN  
THE YEAR 2025**

65



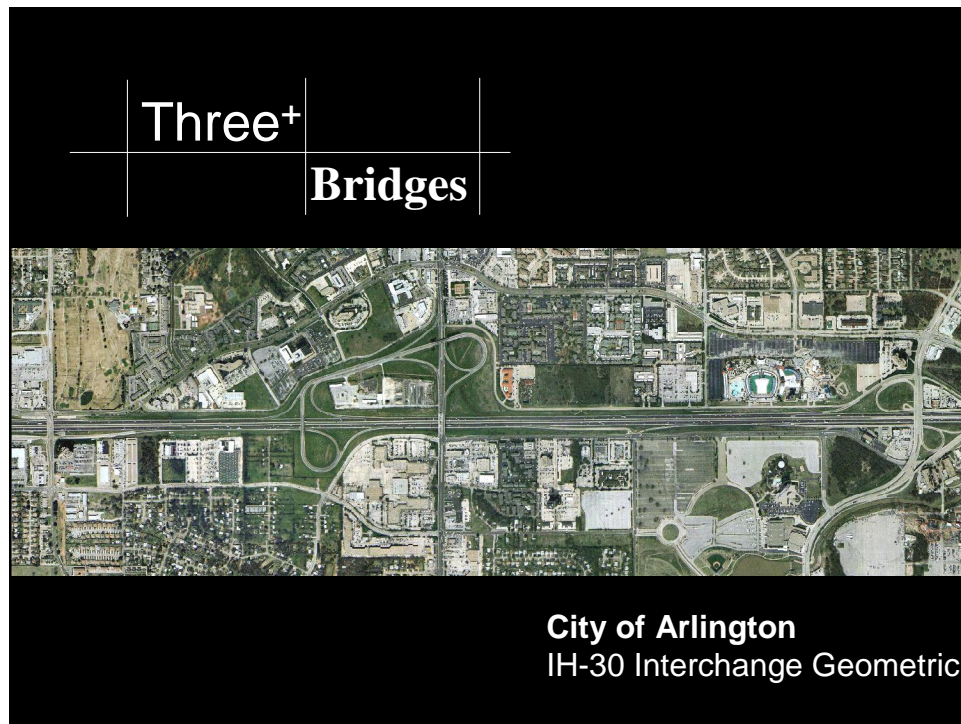
**Thank you**



**mhweil@dot.state.tx.us**

66





## Graham Associates & Schrickel, Rollins and Associates

*in association with:*

Innovative Transportation Solutions  
M.K. Engineers  
Dallas Aerial  
Townscape, Inc.  
Landtech Engineers



Graham Associates, Inc.



Schrickel, Rollins & Associates, Inc.



## Project Objectives

Enhanced Access



Three+	
	Bridges

## Project Objectives

### Enhanced Access

1. More efficient interchange at Collins Street
2. New bridges and interchanges at Center Street and Baird Farm Road
3. Continuous frontage roads
4. Texas U-turns
5. Improvements provide more opportunities to utilize city streets

Three+	
	Bridges



## Project Objectives



Improved Traffic Flow

Three+	
	Bridges



## Project Objectives

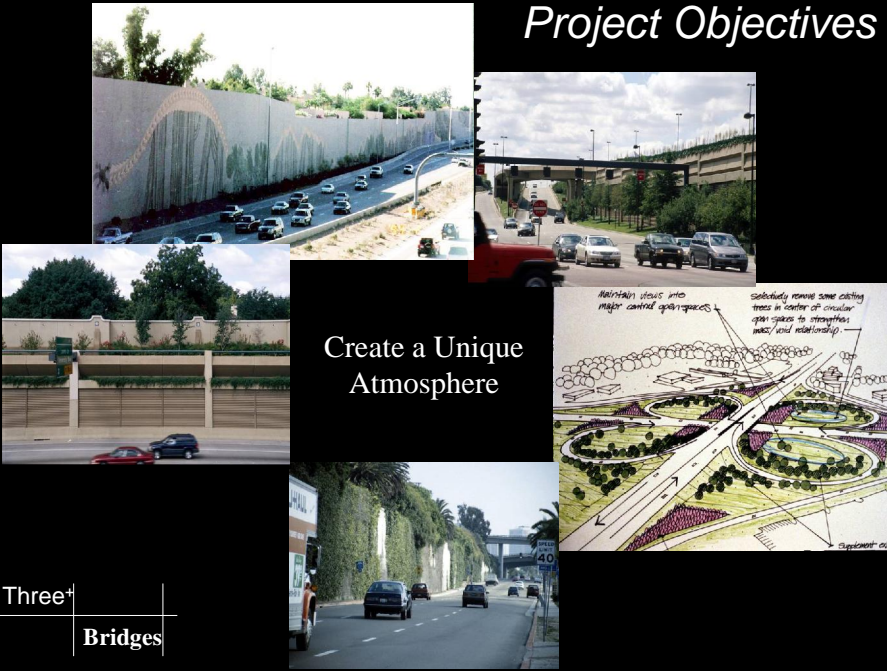
### Improved Traffic Flow

1. Increase number of freeway lanes
2. New bridge at Cooper Street
3. Moving cars on & off freeway more efficiently
  - a. Ramps
  - b. Frontage Roads
  - c. Collector Roads
4. HOV lane

Three+	
	Bridges



## Project Objectives



Create a Unique Atmosphere

Three+	
	Bridges

## Project Objectives

### Create a Unique Atmosphere

1. Enhancements to:
  - a. Bridges
  - b. Retaining Walls
  - c. Streetscapes
2. Signage

Three+	
	Bridges





## Project Objectives



Entertainment District



University of Texas at Arlington

### Provide Gateways



Downtown Arlington  
CHAMBER OF COMMERCE  
YOUR BUSINESS CONNECTION  
*Downtown Revitalization*



Convention Center

Three+		Bridges
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## Project Objectives

### Provide Gateways

1. Baird Farm Bridge & Interchange – Entertainment District
2. Collins Street – North Retail Areas
3. Center Street
  - a. UTA and Central Arlington to the South
  - b. North Arlington and River Legacy to the North

Three+		Bridges
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## Project Objectives



New and Revitalized  
Development

Three+	
	Bridges

## Project Objectives

### New & Revitalized Development

1. Excess right of way to be available for development
2. Improved access to promote development and re-development

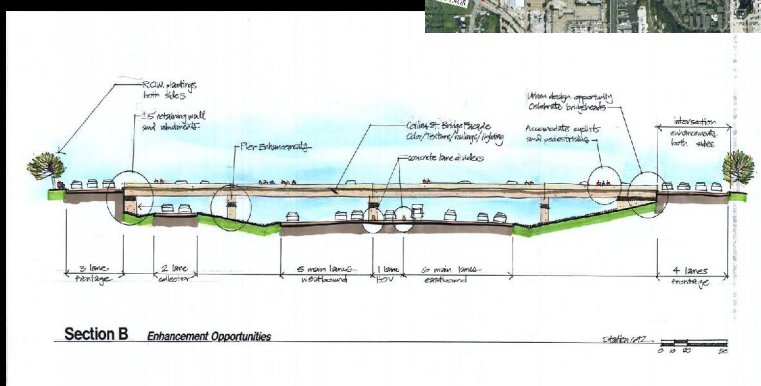
Three+	
	Bridges



## Typical Cross Sections

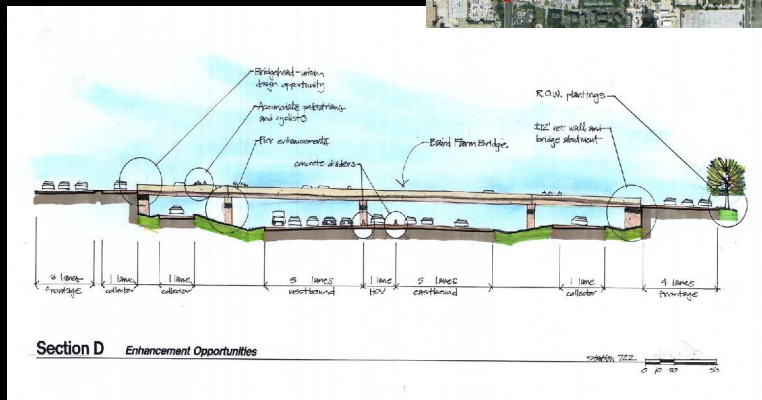
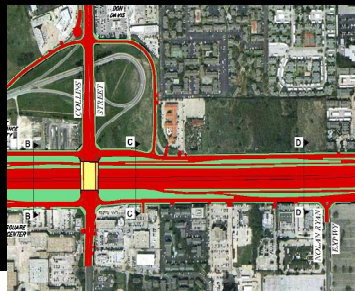
Three+	
	Bridges

Looking east to  
Collins Street bridge





## Looking east to Baird Farm bridge



## Preliminary Project Schematic

